

INFORMATION REPORT

CD NO.

25X1 COUNTRY	Germany (Russian Zone)	DATE DISTR. 14 April 1952
SUBJECT	1. Status of Former Dornier-Werke and Adjacent Airfield, Wismar 2. Survey of Harbor and Shipyard Installations in Wismar	NO. OF PAGES 2
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SOURCE

1. The Dornier Werke were entirely dismantled by the Russians. The hangars in the northern section of the airfield were destroyed. Five buildings in the southern section were left intact. Some of them are used by a wholesale glass firm and some serve as depots for firing range equipment including targets. The runways from southeast to northwest and from north to south were blasted; the debris was not removed. The runway from east to west is used as a road to the beach. The area north of this road is a firing range. The road is guarded by two Soviet sentries. The other sections of the airfield which were used as gardens and grazing land were requisitioned for the fall of 1951.
2. During the period from 1946 to 1950, the former car-manufacturing plant in Wismar served as a repair shop for the Wismar Shipyard. When the shipyard workshops at the western harbor were reconditioned, equipment was transferred and beginning in 1950, work was resumed there. In August or September 1951, the former car-manufacturing plant allegedly had already concentrated on repair work and to some extent on the new construction of cars for the Soviet Zone railroads.
3. Since the spring of 1951, two German Navy motor minesweepers which now belong to the Volkspolizei have been in the former Hansa shipyard and are still under repair. Minor repair work is also done on small fishing vessels and local passenger boats. The Hansa shipyard will allegedly be used as a training center for the apprentices of the Wismar shipyard. No dredging operations have been observed in front of the shipyard.
4. In late September 1951, the southwest quay of the timber harbor was completed over a length of 250 meters from the inner part to approximately the north corner of the workshop building No 3. Piling operations for the following section of the quay wall were discontinued in the summer of 1951 when the pile drivers were needed to step up the construction of the new slipways. Earth lying in front of the quay has not been removed. Three gantry cranes are on the finished southern section of the quay. The first, which lifts 2.5 tons, has been in operation since August 1951, and the two others, which lift 3 and 5 tons, have been available since late October 1951. The quay is a

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concrete structure about 10 meters wide. (*) The concrete shipyard quay road is separated from the road which runs parallel to the quay by a ditch formed by the slope of the embankment behind the quay structure. Between the quay and the riverside road there are bridges to the doors of the workshop buildings.

5. The workshops on Kopenhagener Strasse at the Coal Harbor were vacated in September 1951. They are now used for storing materiel, primarily steel.
6. In June 1950, the entrance to the harbor was deepened to eight meters. The harbor basins were not deepened. Prior to November 1951, dredging operations were underway to maintain a depth of about 7 meters and prevent silting.
7. The number of persons employed at the shipyard in Wismar remained virtually constant. No new information is available on the strength of the labor force of the car-manufacturing plant.

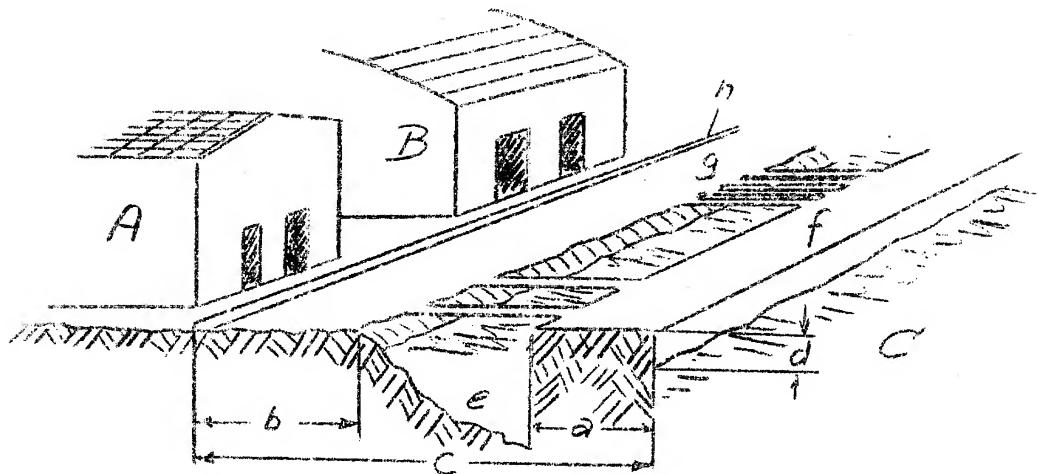
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* Comment. For sketch of the structure of the quay installations, see annex.

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Annex

Legend:

- A Workshop building 1
- B Workshop building 2
- C Basin of the Timber harbor
- a Quay wall, about 10 meters wide
- b Shipyard road parallel to the quay wall, about 16 to 18 meters wide
- c Distance between wall of workshop building and edge of quay, about 38 meters to 40 meters.
- d Approximate height about 2 to 2.5 meters
- e Ditch between quay wall and slope, presumably more or less filled and dry
- f Quay road with three gantry cranes
- g Shipyard road linked to quay road by bridges in front of the workshop buildings
- h Standard gauge railroad track.

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